

OLYMPIA MOTOR SHOW LACKING IN NOVELTY

Only Notable Trend in British Display Is Toward the Small Car.

STRIPPED CHASSIS ARE FEW

America, France, Germany and Several Other Countries Are Represented — Prices Nearly Unchanged.

If any real novelty in the automobile line is to be put forth for 1914 it must come in the American shows. The Paris show of last month disclosed nothing radical in design, and the display at Olympia, London, falls equally flat. Apparently, the automobile has become a standardized product, differing, one from another, only in size, equipment, material and, of course, price. The lack of features at the British show is well summed up by "The Field" as follows:

"For some reason there are not nearly so many stripped chassis on view as was the case even last year. Perhaps it is that, as there are no great differences in design from the models sold in 1912, the usefulness of a mere chassis, having in it a premium, has been questioned. Perhaps it is that car design, having in it a measure resolved itself into a question of small modifications of general practice usually assimilated by rivals, leading car manufacturers are not desirous to assist their competitors by parading the concrete results of their experience for all the world to note and imitate."

"Whatever be the cause, the passing of the show chassis is to be regretted from the motorist's point of view. It certainly lends variety to an exhibit and enables the attendant to press home the claims he has to make for the design he wants to sell. Its absence almost amounts to a demand on the part of the exhibitor that his chassis should be taken on trust or reputation, and that the only matter to be decided is the type of body and variety of equipment to be put on it."

"No doubt there are a considerable number of motorists who will visit Olympia willing to agree to that, but we cannot help thinking that there remains a large and important section, particularly among small and medium-powered car owners, who want to see and judge mechanical details for themselves."

"Some firms compromise matters by keeping the stripped chassis in their London showrooms, whether they are ready to transport those visitors who express a desire to examine details more closely. That is satisfactory enough in a way, but it is not quite so satisfactory as having the chassis in the show for purposes of comparison. Still, it is easy to see that, with no more than room for four cars on the largest stands, something has had to be sacrificed when two or three separate models have to be exhibited."

"The purchasing public to-day wants to see the entire car. It is going to buy. It is no longer satisfied to buy the chassis and arrange afterward the type of body and details of equipment. Now that standardization of body work has arrived, in the necessity to keep prices down it is even more essential to have the standard car on view than the standard chassis."

"If and when the problem of securing additional room for the exhibition, either

at Olympia or elsewhere, is solved, we shall expect the show chassis to become a universal feature once more. Should that not be the case, we would venture the prophecy that the days of the show would be banal and tiresome to a degree.

So far as its international character is concerned, this has been fully maintained. Almost every British motor, tire and accessory firm of any standing is to be found in the building. The French industry is represented by its élite in every branch, and at a glance down from the gallery it would be difficult to say whether there were more British than French cars on view below. The German contingent is a strong one, as is the American, while Belgium, Holland, Italy, Switzerland and even Spain each lends a quota—a circumstance undoubtedly due to the value to all of the British market—particularly the home market.

"So far as we can judge there has been no general drop in prices. Some cars have been reduced to the extent of about 10 per cent, but by far the more general practice has been to add improvements or supply equipment so as to keep prices at the old level. The reason for this is quite sound, and arises out of the demand of the motorist for an inclusive price for his car complete."

"Against the few who would prefer to have their 1913 chassis reproduced and offered at a 10 per cent reduction for 1914, there are many who prefer to have it with its improvements and its equipment added at the 10 per cent cost, if only because the car manufacturer then becomes guarantee for the quality and behavior of everything on the car."

"An analysis of the models on view would go to show that the pendulum has begun to swing back toward the small car once more. Last year there was a marked development toward a reduction in the number of models turned out of the same factory, many small types being abandoned. This was accepted as a step in the right direction toward that specialization in one or two distinct models or types which enable each to be developed financially as well as mechanically with the greatest rapidity and certainty."

"Whether it has turned out that the move was precipitate, or that the small car market has begun to expand more rapidly than anticipated, the fact remains that the development of the smallest models is the real feature of the present exhibition. True, it has its principal strength in the ranks of the small car manufacturer, but with the development of highly efficient small capacity engines it was almost inevitable. In the presence of a fuel problem that remains serious, if not menacing, that the vogue of the big car should be eclipsed by that of the small one."

CADILLAC'S DEWAR TROPHY

Detroit Concern Again Wins in Great British Trial.

The technical committee of the Royal Automobile Club of Great Britain has awarded the Dewar trophy for 1914 to the 1914 20-30-horsepower Cadillac car. This has been given on the certificate issued in connection with a 1,000-mile Royal Automobile Club trial recently undertaken to test the special Cadillac features—self-starting, lighting, ignition, and two-speed back axle with its electrical change mechanism.

It is of interest to note that this is the second occasion the Cadillac car has earned the distinction of winning this much-coveted trophy. No other car has equalled the performance. The first award was for the now famous standardization test in 1908, which still stands as the greatest test undertaken by any car to demonstrate the perfection of manufacturing accuracy in standardization.

NOVEL RULES GOVERN LOCAL AUTOMOBILE RUN

Both Cars and Fittings Will Be Open to Penalties for Failure to Operate.

NO WORK IN CONTROLS

Contesting Machines Will Be Divided Into Classes as to Types and on Piston Displacement.

The rules and entry blanks of the 500-mile New York reliability run to be conducted by the Motor Dealers' Contest Association of New York on December 3, 4 and 5 were issued on Friday. The entry blanks show that the contest will be a class E non-stock reliability run, with penalties for lateness in arrival at checking control, repairs, replacements and replenishments done on the road, motor stops, and for failures in final outdoor operative tests of brakes, clutch, gears, motor, front and rear axles and springs and in preliminary and final technical examinations.

Penalties will be imposed also on damaged, impaired or inoperative accessories on a car, such as self-starters, lamps, horns, speedometers, shock absorbers, tops and curtains, windshields, tire and baggage carriers, bumpers, etc.

In many respects the contest will be unusual, and promises to be of great interest not only to manufacturers of automobiles and accessories but to the general public, which will be given an opportunity of learning the relative merits of the various accessories on a car. This contest will mark the first time that accessories have been considered in a competitive contest of any sort ever held in this country.

So far as the cars are concerned, they will be classified in divisions, one for touring cars and the other for runabouts. Division 1, in both the touring car and runabout classes, is for cars of 20 cubic inches and under; division 2, for cars of 21-30 cubic inches, and division 3, for cars of 31 cubic inches and over.

Touring cars will carry four passengers averaging in weight 125 pounds, or their equivalent in ballast, approved by the technical committee. The runabouts seating two or three passengers are required to carry two passengers whose weights average 125 pounds. The speed of the touring cars and runabouts in Division 1 has been placed at 16 miles an hour, in Division 2 at 18 miles an hour and in Division 3 at 20 miles an hour.

During each day of the contest there will be noon and night controls, into which the cars will be officially checked. Each driver will be provided with a running schedule card showing his time of arrival, and there will be a penalty of one point a minute or fraction thereof for lateness in arrival at noon or night controls. A three-minute leeway will be permitted to account for variations in watches. Cars may check in ahead of time at either noon or night controls.

Time lost due to tire troubles or fitting and removing anti-skid devices will be recorded by the observer and added to the running time of the car. When a car is delayed on the road due to work having to be done on some part for which penalties are imposed, such as repairing springs, fitting new spark plugs, soldering radiator, etc., the actual time for which penalties are imposed for such work will be added to the running time of the car.

OFFERS MEDAL FOR PEKES

M. F. Harby Hopes to Evolve Best of the Year.

The following changes in the conditions for the club's championship of the Pekinese Club of America should be of interest to all admirers of the Chinese palace dog.

M. F. Harby offers the Pekinese Club championship gold medal to the dog or bitch awarded the title "Pekinese Club Champion" in the year 1914, having won the greatest number of winner's points, commencing with the Pekinese Club 1913 show, up to and including the 1914 show to be given by the Pekinese Club of America.

The Pekinese Club championship conditions are set forth in the following rule adopted by the club:

"Resolved, That the Pekinese owned by a member of the Pekinese Club of America awarded fifteen points in the winner's class under three different judges at shows each of which has been or may be accorded by the American Kennel Club a rating of not less than three points, and provided that there were exhibited at each of said shows not less than twenty Pekinese, shall be entitled to be called Pekinese Club Champion, and shall be entitled to a championship certificate to be issued by this club properly reciting the conditions and compliance therewith required for in this resolution, and on payment of \$20 shall receive this club's gold medal, wherein shall be engraved the name of such winner and the words 'Pekinese Club Champion'."

"Resolved further, That an award made at any of the shows referred to above, that a Pekinese not entered in the regular classes was nevertheless the best Pekinese in the show, shall, for the purpose of this resolution, be counted as and be equivalent to a win in the winner's class at such show, stipulated for in the foregoing resolution; provided, however, that such Pekinese at the time of such award was a champion of record on the books of the American Kennel Club."

"Resolved further, That the secretary of the club shall issue such certificate and deliver such medal when application shall have been made therefor; provided that the records of the American Kennel Club shall show that the above conditions have been complied with."

Patent Decision Affects Nearly All Spark Plugs

Mosler Company Appears to Hold the Whip Hand.

FIGURING ON ROYALTIES

Will Attempt to Collect Only from Firms Entering Field After Litigation Began.

The recent decision of the United States Court of Appeals in New York upholding the validity of the Canfield patent controlled by A. R. Mosler & Co. has spread consternation in the ranks of spark plug manufacturers and distributors throughout the country, and is considered the most sweeping court decision in the motor car industry since the famous Selden patent decision, some years ago.

Among technical men it is believed that the patent effects practically every spark plug now on the market in this country. However, A. R. Mosler, head of the concern bearing his name, has announced that he has no intention of attempting to collect back royalties except from firms that have started in business since the litigation started. Those now making plugs that infringe the Canfield patent will either have to stop making them or will have to pay royalties to the owners of the patent.

The decision, which was rendered by Judge Lacombe and concurred in by Judges Ward and Rogers, upholds the Canfield patent and gives an injunction prohibiting John Lurie, of the Auto Supply Company, from selling six makes of spark plugs, on the ground that these plugs infringe the Canfield patent. The suit which brought about this decision has been in the courts since 1909, when Judge Mayer, in the Circuit Court, dismissed it. W. A. Redding, attorney for the Mosler company, carried the case to

the Court of Appeals, and the victory scored last week was the result. The patent, as upheld by the Court of Appeals, applies to a recess behind the electrodes. This recess is necessary to keep the region around the electrodes free from carbon or soot of any kind; without it the electrodes would become clogged and either no spark or too weak a spark would result. The recess is based on an old scientific principle. This is admitted in the decision, but the application of that principle to spark plugs is decided to be an invention, and so it is patentable. As there is no constitutional point involved, the case cannot be carried to the United States Supreme Court.

The inventor of the recess was Frank W. Canfield, a lumber man of Manistee, Mich., who applied the "candle in the well" principle to a spark plug. He patented it on October 18, 1898. He died in 1899, and the ownership of the patent was passed through several hands without much use being made of it until the Associated Patents Company got hold of it. The association is made up of fifty large automobile manufacturers in the country. The association licensed each member to make use of the Canfield patent and then sold it to Mosler.

AUTOMOBILES IN FRANCE

Paris Leads, but Has Fewer than 16,000 Cars.

Official statistics of automobile ownership in France show that there are 99,959 private motor cars owned in that country. Paris, naturally, has the majority of these vehicles, but the figures are only 15,219, which is a long way behind New York, with its more than 40,000.

In one respect Paris runs far ahead of New York, and that is in its interest in automobiles. On one day of the recent salon there were more than 54,000 paid admissions—probably three times as many as have ever visited a show in this city.

GOODYEAR HOUSES TOILERS

Big Tire Company Tries Novel Plan in Akron.

A "flag raising," conducted by the Grand Army of the Republic, marked the opening of the Goodyear Home Community at Akron, Ohio, on November 1. By the development of this community the famous tire company is supplying comfortable homes to its employees at actual cost, payments to be on the basis of rent. No "down payments" are necessary, and the rent instalments do not begin until the prospective owner is living in his new home.

F. A. Seiberling, president of the Goodyear Company, planned the community as a solution of the serious housing problem that was created in Akron by the rapid growth of the rubber industry, and the consequent demand for large numbers of workmen. It was realized that in the absence of homes for workmen's families, comparatively few family men would go to Akron for work, and the labor supply would consequently be migratory and uncertain.

Workmen with families, many of whom desire to become home owners, are often prevented from realizing their dream because they have not saved the money necessary to make initial payments in buying property.

Mr. Seiberling bought 400 acres of farm land not far from the Goodyear factory, which is at the edge of the town. He caused the streets to be laid out and graded, sewers, water and gas pipes laid, etc., by the factory's engineering department, all at actual cost, and then let contracts for houses in quantities of one hundred, to obtain the best possible prices. The houses themselves all have individuality, and are unlike the usual company allotments, with unvarying styles and unrelieved houses of a sameness of type.

WILL HANDLE POM SHOW.

Charles G. Hopton has been invited to superintend the Pomeranian specialty show, which will be held at the Waldorf-Astoria on January 30. Mrs. Elizabeth Elkins Wiederseim is honorary secretary of the club.

AUTOMOBILES.

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Specifications

Electric head, side, tail and dash lights
Storage battery
35 Horsepower motor
114-inch wheelbase
Timken bearings
Three-quarter floating rear axle
33 x 4 Q. D. tires
Cowl dash
Deeper upholstery

Overland
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Completely Equipped f. o. b. Toledo
With electric starter and generator—\$1075

Specifications

Brewster green body
nickel and aluminum trimmings
Mohair top, curtains and boot
Clear-vision windshield
Stewart speedometer
Electric horn
Flush U doors with concealed hinges

Awarded "First Position" at the World's Greatest Automobile Show

THE extraordinary supremacy of the 1914 Overland has been officially recognized by the American Motor Car Manufacturers' Association.

This organization has awarded the Willys-Overland Company the position of honor at the great National 1914 Automobile Show which opens in the Grand Central Palace, New York City on January 3d.

Do you know that the people of over 50 nations are wiring, writing and cabling to Toledo for Overlands?

Do you know that in response to their repeated requests and urgent demands we are shipping from 50 to 60 carloads a day—which means 200 automobiles every day in the week?

Do you know that the 1914 Overland is today the most sought after car of its type in the entire civilized world?

Even in Detroit, the automobile hub of the world, there are more Overlands being sold than any other car of this type.

The Overland has made, established and won for Toledo with its individual plants alone, the title of the second greatest automobile city in the world.

Detroit, alone, leads and yet the 1914 Overland is outselling, even in Detroit, every competing car.

The Overland factories average 50 shipments to the average maker's one. The Overland factories will build 50,000 cars for 1914. This is more cars than all the factories of France; three times as many as all the factories of Germany and far

more than the combined factories of Italy, Holland, Russia and Sweden.

Has it ever occurred to you that there must be some substantial reason for such unparalleled success? There is, and here it is.

No other factory in the world can build a car the equal of the 1914 Overland for less than \$1200.

Our price—\$950.

That's the reason and the answer.

Now here are the facts.

The 1914 value is increased but the 1914 price is decreased!

The motor is larger—but the price is lower.

The wheelbase is longer—but the price is shorter.

The tires are larger—but the price is lower.

The new car has electric lights throughout—even under the dash—but the price is lower.

It is magnificently finished in dark Brewster green, with running boards and wheels to match, trimmed in polished nickel and aluminum—but the price is lower.

Then there is a larger tonneau, a jeweled Stewart Speedometer—a larger steering wheel, and deeper upholstery—but the price is lower.

Here you have the world's record automobile value—at a record breaking price.

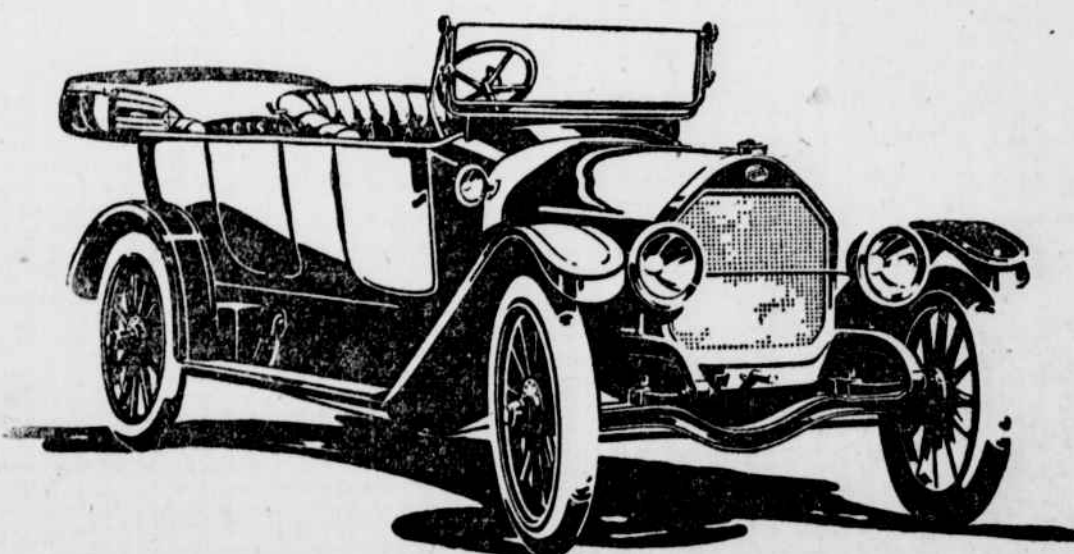
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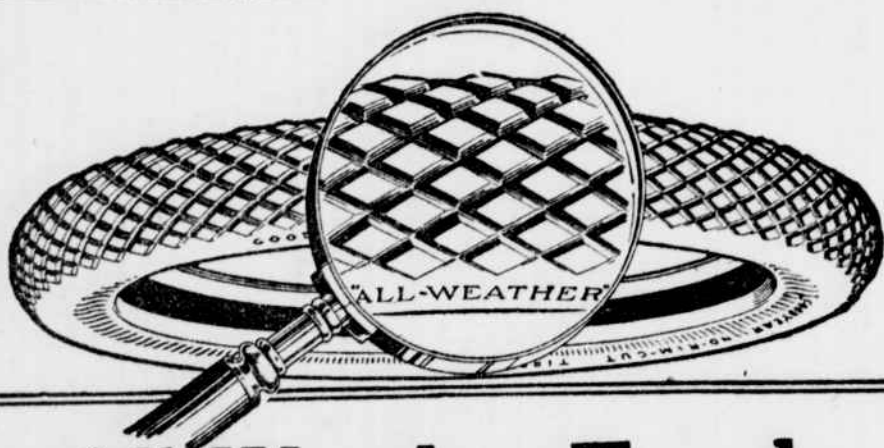
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Here now is a tread which combines the advantage of the smooth and the anti-skid. A tread for all wheels and all seasons. Economical, enduring, flat and smooth-running. And yet an anti-skid, when needed, with a bulldog grip.

It is double-thick, and made of rubber toughened by a secret process. Immensely wear-resisting.

So thick that the blocks are very deep. So tough that the blocks last for thousands of miles. They never all wear off.

The surfaces are flat and broad. The blocks are in alignment. So it runs like a plain tread. No vibration as there is with irregular projections.

The edges are sharp and they stay sharp. They are placed at an angle of 45 degrees to face the skidding direction. No other device has ever offered such tenacious grip to every sort of road.

The blocks widen out so they meet at the base. Thus the strains are distributed over the fabric just as with smooth-tread tires. With separate projections the strains are centered at small points in the fabric. That is what made anti-skids short-lived.

Yet this All-Weather tread, with all these advantages, costs less than the average anti-skid.

No man who makes a five-minute comparison will accept an old-tire anti-skid. And no careful motorist, especially in winter, will go without this protection.

Let us convince you. Before you buy another tire, inspect this All-Weather tread.

This All-Weather tread is a winter essential. No other anti-skid is so efficient, none so economical. This tread now outsells our plain tread with users. It ought to be universal.

This tread has brought another advantage to Goodyear No-Rim-Cut tires. Now we have four exclusive features, any one of which is big enough to win you to these tires.

First, these tires can't rim-cut. With clincher tires almost one in three are wrecked by this one ruin.

Second, these are the only tires which are final-cured on air-filled tubes, under actual road conditions. This is done to save the countless blowouts due to wrinkled fabric. It is done at an extra cost to us of \$1,500 daily.

Third, these are the only tires in which hundreds of large rubber rivets are formed to prevent tread separation.

And now, in addition, these tires alone bear these All-Weather treads.

Just think of these savings—no rim-cuts, fewer blowouts, less tread separation. And now all the savings of this All-Weather tread.

These savings have made the Goodyear tire the most popular tire in the world. It far outsells any other.

You are bound to come to them, as have hundreds of thousands. But now is the time to adopt them—now when this All-Weather tread is so necessary. For your own sake, come and inspect them. They will end a large part of your tire troubles.

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No-Rim-Cut Tires
With All-Weather Treads

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